

60130-1868; 03MRA0452

IN THE CLAIMS

1. (Currently Amended) A trailer slider comprising:

an actuation member for changing ~~a the~~ position of a pair of locking pins, and driving the pair of locking pins between a non-engaged and an engaged position;

a feedback member moving with said actuation member, said feedback member being in an expected position in said engaged position of said pair of locking pins; and

said feedback member communicating a position of said pair of locking pins to an interlock valve, said interlock valve ~~ensuring measuring~~ a parking brake associated with a trailer carrying ~~the trailer said slider~~ is in a park position if said feedback member ~~does is not~~ communicate that said pair of locking pins are in said expected position; and

~~the said trailer~~ also being provided with a parking spring brake control valve and a compressed air reservoir, said interlock valve being positioned on a pressurized air supply line downstream of said parking spring brake control valve and said compressed air reservoir.

2. (Currently Amended) The trailer A-slider as set forth in Claim 1, wherein said actuation member drives a torque tube which is turned to move said pair of locking pins between said non-engaged and said engaged positions.

3. (Currently Amended) The trailer A-slider as set forth in Claim 2, wherein said feedback member is a lever that rotates with said torque tube, said lever in turn moving a transmission member, said transmission member driving said interlock valve between a flow blocking

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position and a flow position, said interlock valve venting pressurized air from said a-parking brake in said flow blocking position.

4. (Currently Amended) The trailer A-slider as set forth in Claim 1, wherein said actuation member is a pneumatic control.

5. (Currently Amended) The trailer A-slider as set forth in Claim 1, wherein said actuation member is a mechanical element.

6. (Currently Amended) The trailer A-slider as set forth in Claim 1, wherein a warning is sent to a vehicle operator when said interlock valve is ensuring blocking release of the parking brake is in the park position.

7. (Currently Amended) The trailer A-slider as set forth in Claim 1, wherein said a-parking brake control valve is positioned to receive pressurized air from said pressurized air supply line, and to deliver pressurized air to said compressed air reservoir, or to said parking brakes, and through said interlock valve.

8. (Currently Amended) A vehicle trailer system comprising:

at least one parking brake, said at least one parking brake being moved between a park and release position by a flow of pressurized air;

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a vehicle slider having at least a pair of locking pins, said pair of locking pins being movable by an actuation member between engaged and non-engaged positions;

a trailer frame rail comprising a plurality of incrementally spaced holes, said pair of locking pins moved into selected ones of said holes in said engaged position;

an interlock valve being movable between a flow blocking position when said pair of locking pins are in said non-engaged position, and a flow position when said pair of locking pins are in said engaged position, said flow blocking position preventing the flow of pressurized air to said at least one parking brake and preventing release of said at least one parking brake if said pair of locking pins are not in said engaged position; and

the vehicle ~~said~~ trailer system further carrying an air reservoir and a pressurized air supply line communicating to said air reservoir, said interlock valve being positioned in an air supply line leading to said at least one parking brake, and downstream of said air reservoir.

9. (Currently Amended) The A-vehicle trailer system as set forth in Claim 8, wherein said pair of locking pins are movable under pneumatic control.

10. (Currently Amended) The A-vehicle trailer system as set forth in Claim 8, 7, wherein said pair of locking pins are movable under ~~the~~ control of a mechanical actuation element.

11. (Currently Amended) The A-vehicle trailer system as set forth in Claim 8, wherein a parking brake control valve is positioned between said interlock valve and said air

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reservoir, said parking brake control valve also communicating with said pressurized air supply line, said parking brake control valve selectively communicating pressurized air to said at least one parking brake, or to said air reservoir, and said interlock valve being positioned on a line communicating said parking brake control valve to said at least one parking brake.

12. (New) The slider as set forth in Claim 1, wherein said interlock valve connecting said compressed air reservoir to atmosphere if said feedback member is not in said expected position.

13. (New) The vehicle trailer system as set forth in Claim 8, wherein said interlock valve connecting said air reservoir to atmosphere if said pair of locking pins are not in said engaged position.